

**July 2003**

THE OFFICIAL NEWSLETTER OF TRACKROD MOTOR CLUB LTD  
RAC MSA AFFILIATED, NO. 1230

## CHAIRMAN'S CHAT - JULY 2003

Those of you who were officiating on the Scottish Rally will know what a difference a year makes! Apart from the excellent weather (we will forget the midges!!) the event ran extremely well and got a good report in Motorsport News.

I know a lot of Trackrod people were involved, many by invitation from Peter Stanhope (our Scottish correspondent!) who took on much of the extra responsibility this year. Marshal numbers seemed better than usual maybe due to welcome gestures such as "midge-proof" beakers as a memento - did they work???

The new 81FM sets were out in sufficient quantity and their use confirmed tests done by Chrys Worboys in Yorkshire that the new frequency is, overall, better than the old 86AM.

Leaflets are available to promote Rally Yorkshire so if you are going to any event please ask for a supply to hand out. Regs should be available end of July. As predicted entries for the BBQ Hillclimb are coming in fast - if you haven't entered by now it is probably too late.....!

Our AGM is once again nearly upon us - see announcement elsewhere. As always volunteers for Committee are welcome - we have co-opted 3 people during the year, all of whom are eligible for re-election. Ideas for social events are also needed - please talk to Simon!

Have fun!

Rod Parkin  
Chairman

### Secs Bit

**Notice of Trackrod Motor Club AGM is given to be held on 5th August 2003 at Gildersome Conservative Club 9.00pm for 9.30pm start. In this issue is the nomination form if anyone wishes to stand for committee.**

**Graham Steggles  
Secretary**

## The Southern Correspondent

I think most of you know you must know by now that I'm in Barbados for the Rally Carnival.

Arrived yesterday at around 1pm local time and hit by the heat straight away, so my worry of the forecast was unfounded.

Had a small reception with the organisers last night and a few beers (have got my first hangover of the two weeks!)

As I type this it's 7.20am and off to breakfast before going to see in what condition Paul Reec's car is in after arriving on the Island.

I'm told I will be navigating the course car but don't know yet who the driver is and what the car is but who cares, I'm in Barbados! so if it doesn't come off enjoy the beer and the ladies ;)

The most of known that I was coming as they've got a photo of me in the rally programme or it might be because Tom Ryan, who I co-drove for last year on the Midnight Sun to Red Sea is also doing the event, can't wait to see the look on his face.

Anyway time to sign off now as I'm in Barbados (did I mention that?) and time for some Sun and Rum and Fun.

### **Barbados Rally Carnival**

Well what can I say after receiving a phone call from Paul Rees while setting up the venue for the Brook Motor Sport Stages "Do you want to go to Barbados for 2 weeks?", "Errr not sure Paul" "Well think about it Bryan and let me know on Monday"

Well the rally was a success with all stages run and Monday came and went and I hadn't phoned Paul. The Tuesday morning and I walked into work with a cloud over my head and asked my boss for the next two weeks off, yep not a problem so back on the phone to Paul "does the offer still stand?"

One week later I'm leaving on a jet plane for Barbados and the event that is the Barbados Rally Carnival. The rally I knew very little about having only read about it previously in the pages of CCC so I went with no expectations and no plans, although Paul had told me to take my helmet and race suit as there was an outside chance of getting a ride in the Course Car.

Well the first week was taken up with welcome parties and car preparation for those that had taken cars so I tagged along. At the end of the first week was the Rally Sprint at the Vacluse Raceway, a rally sprint track scratched out of the earth on a mountainside.

During qualifying on the Saturday I was lucky to hitch a lift with Carnival organiser Greg “Hottie” Crozier in his RWD Mk5 RS2000 with a Diamond Millington under the bonnet and it was great to sit in a car and not have to do anything. Sunday was the actual races with knockout rounds and Barbados verses the Rest of the World Races, I can’t tell you who won as I had to much to drink and to much sun but some of the locals seemed to take more pride in chucking their cars sideways than they did going forward. The prize giving turned into yet another party.

The start of the second week was the start of the serious work with the reccies starting and I tagged along for a few reccie runs with Paul and his co-driver Sean Lucas but decided they’d be better off without me putting my oar in. Still no word of a course car or driver for me but I was promised the ride was mine when they found someone after the first likely candidate Reggie Gill, the owner of a Manta 400, had been advised by his doctor not to drive (this should have been an omen)

Finally at the drivers briefing a driver was found, Ian “Wee Wee” Warren, but still no car so Ian got on the phone to ask a few favours and resulted in us getting a 1.3 Automatic Suzuki Ignis or Suzi Ignorant as she was christened from one of the event sponsors Simpson Motors with instructions to look after her.

We did a quick reccie of the stages with Wee Wee not needing notes as he knew the stages like the back of his hand but for me just to see them and do a bit of sight seeing off the tourist trail.

On the Saturday morning we meet up at Simpson Motors to prepare our mount, well take the exhaust off to make it noisier and stick the 0’s on the car and we were away 5 minutes before car 1 Roger “the Sheriff” Skeete in his Escort WRC.

I’ll not bore you with a stage by stage breakdown but day 1 can be summed up as 3 spins and 2 well helds as Ian gave the car the run of it’s life and plenty of handbrake much to the massive crowds delight. We finished late at Bushy Park, Barbados’ Tarmac race track and while the rally teams had to take to the track we left for our beds.

Sunday morning and an early start and or beast gleamed in the morning light and we headed out the first stage which we successful navigated with once again much handbrake and waving to the growing crowds. The second stage of the day was to be our last and was nicknamed Iceland by the locals due to it’s slippery surface and it bite back.

Ian and I now describe the accident as “boing, boing, screech bang” as it

pretty much sums it up. We came over a crest the road was going right the car bounced on the surface into a bridge wall on the left (my side) and spun us around blocking the stage. Marshals were soon on the scene as Wee Wee and I scrambled from the car dazed and bruised and all too quickly the TV camera of David Winstanley was in my face as I was first checked out by a Doctor and then having to give a statement to a Policemen (expect interesting TV!)

I had sustained to minor injuries, a sprained (and still hurting) middle finger and a stubbed toe which Mr Winstanley kindly said made me walk like a W\*\*\*\*\* and so going for the sympathy vote I wrapped my hand in Ice for the remainder of the day and had to hold cold beer.

We were collected from the scene by the Clerk of the Course and our first visit was to a shop to buy 2 beers at 9am in the morning. We then did a run through a couple of stages to find some friends of Ian's to go spectating with after being told by British Rally Manager Lynn Jenkins not to show our faces if we went off.

The spectating we did was Bajan style from the back of a pickup with a beer cooler and has to be the way to do it as we parked up in harvested cane fields sipping beer and cheering on those going side-ways and hearing that Ian and I had been locked up in jail for our mishap (a vicious rumour, the Police just wanted my autograph!)

The rally ended at Vacluse Raceway with the cars going head to head again on the track and at the conclusion another party broke out. Monday was prize giving and yet another party and my first real taste of the Islands rum which I don't remember drinking to much of but apparently I tried and failed to drink the Island dry.

Tuesday and it's time to leave the Island and return to reality and a 8 hour flight back to the UK and no sleep for me as I wanted to watch all the inflight films!

Will I be back next year? Try stopping me as I've been offered the Course Car again and also a competitive ride so I'm going to start saving the pennies. If you have the chance to compete on the Island or spectate, take it but as a foreigner think of it as a two week party with a rally and rally sprint at the beginning and end rather than a competitive outing you'll enjoy your time more.

Bryan Hull

NOMINATION FORM

I \_\_\_\_\_ hereby wish to put my name forward in nomination for committee of Trackrod Motor Club Limited.

Signed \_\_\_\_\_

For position of Officer/Committee Member\*  
(\* delete as appropriate)

Second \_\_\_\_\_

Reply to the Hon Secretary before the 1st August 2003 :-  
Graham Steggles

1 St Johns Court  
Thorner  
Leeds  
LS14 3 AX

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Having survived the Pirelli Rally 2003, we next venture North of the Border to the daunting forests of Galloway. Based in Dumfries, the RSAC Scottish Rally attracted the competitors of the PBRC, Polo Challenge, Ford Ka Championship amongst others. Having taken the two days prior to the event off work, we had plenty of time to prepare for what was in store for us. Whilst tying up the usual loose ends on the Thursday, (you know, buying the relevant maps and stuff!!) I received a telephone call from Matthew Whattam (York MC) asking when we were planning to make the trip up North. The top and bottom of the call was basically to plead me to collect the forgotten tyres that JT neglected to pack in their service barge. Two days it took to load up their wagon apparently and they still forgot some tyres! So having struck a deal and their agreeing to buying the beer, I visited Foss-Tech and loaded up.

Dumfries was well in the spirit of the rally, City Centre start, banners and posters everywhere, the rally looked like it was preparing for a big send off. Starting the day with a recce of a couple of the stages to get us into the mood, we trashed the Astra borrowed from work and encountered a few logging wagons en-route through the forest. Having noticed that we were the only crew doing the recce, we saw the equipment crews who informed us that we were behind the main pack, they had run the recce early! Later, scrutineering went smoothly for a change and all we had to do now was wait until Saturday. Off to the local Wetherspoons pub for a few bevvy's. Several pints of I.P.A. later, we staggered off to our top of the range travel lodge!

Saturday morning, 9am, over the start ramp and off into the forests. The super 1600 series ran first, clearing the way for the Open and Production cars. The forests were rough, very rough. We took it easy as most cars were shredding tyres, remnants laid strewn across the road, tyres, bumpers, oil all caused hazards not least the breeze block sized rocks! Stage 2, say hello to the Trackrod Crew. The sun was beating down and inside the car was not only getting seriously hot, it was filling up with dust, creeping in wherever it could. Again, taking the stage steady, holding off the challenge of another Impreza in our class. The battle for 4<sup>th</sup> in class went on all day, us taking a few seconds per stage out of the other crew and eventually looked like 4<sup>th</sup> was in the bag. Right until the last stage when having turned a 90 left, we virtually ran into the rear of Robert Swann, he had rolled, not to continue. That pushed us up into 3<sup>rd</sup>, pot slinging territory!

The final road section was 70 miles plus and it just became a bit tedious. So, time to add a bit of entertainment. Having carried a pair of afro wigs for the full event, complete with 70's style glasses, it was time to put them to use. We passed several other competitors who could do nothing but laugh and eventually drove back into the city centre to join the queue of start ramp traffic. Well, the crowd was huge, there must have been hundreds of people watching the smashed up remains of rally cars make the final tip over the ramp. Some cars more damaged than others, they were mis-matched with odd car panels, missing windscreens and blown out tyres! Finally it was our turn donning the afro wigs, we manage to get the most attention out of anybody from the photographers! A good weekend had by all and we used the same set of tyres throughout. Good old Pirelli P Zeros!!

Simon Taylor

## Trackrod Motor Club Leisurewear Sale

	Was	Now
Polo Shirt Plain	9.99	7.90
Polo Shirt 2 Colour	11.99	9.10
T-Shirt Round Neck	4.99	4.15
T-Shirt 'V' Neck	5.99	5.00
Leisure Jacket	26.99	22.50
Motorsport Jacket	44.99	37.00
Fleece Jacket	19.99	16.30
Summer Cap	7.99	6.25
Cricket Hat	4.99	4.15
Beanie Hat	6.99	5.50
Fleece Hat	4.99	3.55
Fleece Scarf	6.99	5.50

**Hurry While Stocks Last. Sale Applies To Stock Items Only.  
See Simon Taylor For More Details**

### Marshalls Corner.

HI TO ALL

WELL DONE TO SIMON & ANDREW ON THE SCOTTISH RALLY 17TH O/A 3RD IN CLASS

RALLYS FOR JULY 2003

(1) 4-6TH JIM CLARK RALLY TEL DAVIDMALTHOUSE (01668 283324 OR 07803 103832)

(2) 12 & 13TH AB MOTORSPORTS RD RALLY MAPS 119. 120 TEL DAVE QUINNEY

(3) 19TH COLIN MCRAE STAGES BASED IN PERTH TEL ANNE BROWN ( 01555 892085.)

(4) WESTMORLAND RD RALLY 104 MILES OF CUMBRIAN RDS MAPS 91 & 97 TEL TONY WILLIAMS.

(5) OPPOSITE LOCK RALLY MAMBY SHOWGROUND. (LARKSPEED ROUND) TEL MIKE YATES ( 07767 603665.)

(6) JULY 31ST AUG 2ND MANX INTERNATIONAL RALLY TEL ( 01624 852440.)

HOPE TO SEE YOU OUT & ABOUT THANKS ALSO YOU CAN VISIT MY WEB SITE ( [HTTP://MOTORSPORTS.NE1 .NET/](http://MOTORSPORTS.NE1.NET/) )

SEE YA.PHILL





# Wheels

## BOUNCE WITH STEALTH

**W**ouldn't it be great to have a category where you could buy a car capable of winning a championship for around £4500, with minimal running costs and low entry fees? Oh yes, and where a 20 year old car was capable of winning and where you could compete successfully into your 70s.

Read that paragraph again. A pipe dream? No. Such a category already exists. Sporting trials.

Yes, you can get a car – with trailer – for under £5k and it will last a long time (the current champion's car is 20 years old) and while some drivers are in their late teens, you can drive into your seventies. In fact it's one of the few branches where youth may not guarantee success because you may need time to hone your skills. Many top race and rally drivers have found trials high impossible; Nigel Mansell was one of the most successful, while I can vouch for the fact that Roger Clark gave it a good go too, having bounced for him once (the bruises have nearly gone now; thanks for asking).

But what is a trials car? A purpose made small, open two seater with front engine, rear wheel drive, ordinary road tyres and no weight limit. Maximum capacity 1650cc.

There are around 50 trials a year in 3 championships and depending where you live, it's usually possible to do a couple per month without travelling more than two hours each way (although Wales and Scotland are weak). Each trial will have around 10 hills to climb and you do them all 3 times which means a total of around 4 hours driving, which can't be bad.

Unlike most other branches of the sport, success doesn't depend on speed but on a feel for grip, not unlike driving on snow (we'll skip the bit where at one trial I had to be pushed to get out of the flat and only mildly slippery car park). You'll need time to get to grips with 'fiddle brakes' which are the key to trials driving – twin handbrakes which operate one rear brake each; used to stop one wheel spinning and to turn the car tighter than the steering lock allows.

Watching other competitors may guide you as to whether a softly, softly or full blooded approach is the right one for a hill. Running order is drawn out of a hat and you are expected to stay in order during the day.

Bouncers – and they are much friendlier than the ones outside nightclubs – need to be able to move quickly to balance a car and keep it on an even keel; very athletic bouncers can add

another dimension to performance in muddy conditions. Most other times they need to sit still because sudden weight transfer can upset the car (balance-wise not emotionally, you understand) and bring it to a halt.

I only get to a couple of trials a year but every time I come away puzzled. Not about fiddle brakes but why the sport isn't more popular. Perhaps it's because there's no career path (although Colin Chapman moved on to other things), no money in it, and no street cred, as I believe they say, because it's a bit difficult to 'pose' when covered in mud and looking like the Creature from the Brown Swamp.

But great sport, great fun and great cameraderie. People don't know what they're missing.

*Stuart Turner*

### **Ask me another**

*If you have a question on any aspect of the MSA's activities, let me know and if it is of general interest then either John Grant or Colin Hilton will answer it in a future edition. Keep in mind that because of the distribution schedule it will not be possible to handle urgent questions so you'll just have to go through the usual channels if you want to know why you've been refused an entry for the autotest next weekend. Keep in mind too that long boring questions will be cut and that the editor's decision is final (I've always wanted to write that).*

## Farmers' Day

Is your club having difficulty finding venues for its motor sport activities? This initiative may give you some ideas.

In May, the Motor Sports Liaison & Access Group organised a Day of Motorsport for Farmers and Landowners. The Group is an informal focus point for the Eastern region's participants on the sporting use of cars, motor-cycles and 4x4 vehicles at the grass roots level. The event was arranged to give farmers and landowners an insight into what motor sport activities they could utilise as part of a diversification programme.

For the morning, the venue was an area of land near Braintree, Essex, on which a number of demonstration activities took place – including grass autotests, sporting trials, rallycross, stage rallying and Land Rover trials as well as motor-cycle events.

Around 25 delegates attended and were able to see, and in some cases experience, the activities. Lunch at a public house was followed by presentations and discussion. The opportunities motor sport provides for diversification were outlined, with details on the permitted development rights and planning issues. Representatives of the MSA and the ACU described their organisations and the support

and assistance available.

There was some surprise that many club-level motor sport events could be accommodated with little or no investment by the landowner. Concerns about the public perceptions of noise were balanced by delegates learning of the controls and monitoring processes and that some disciplines were for production cars – with a lower sound level. Realistic projections were made of the likely level of venue hire charges and suggestions to maximise the income potential for the landowners were discussed.

Early indications are that up to five new venues may become available as a result of this initiative.

For motor clubs and organisations thinking of running a similar event, a video of the day is available. For this and more information, contact Bernard Baker, 26 Fore Street, Ipswich IP4 1JU. Tel: (wk) 01473 406420.

## Extended rally cover

Recent amendments to the Road Traffic Act mean it now applies in any 'public place', rather than only 'on the public highway' as before. This has changed the risk from an insurer's point of view for motor sport disciplines that use public highways – stage and navigational rallies. Fortunately, Alexander Forbes, insurance broker to the MSA since 1996, has negotiated a new provision to cover the risk on rally road sections. It works as before, with a declaration made when

competitors sign on, if they wish to take advantage of the scheme. Alexander Forbes is passing on its increased revenue from the new scheme (which does not require much extra work) to the Motorsport Safety Fund.

## Free promotion

Would you like to promote your club and its activities to all MSA competition licence holders? Motorsports Now! is the official publication of the MSA which is sent four times a year to all licence holders. Send news for the Autumn issue (posted 24 October) by the end of August to the editor, Allan Dean-Lewis, MSA, Riverside Park, Colnbrook SL3 0HG. E-mail: [adean-lewis@msauk.org](mailto:adean-lewis@msauk.org)

## Ton-up club

The Sheffield and Hallamshire Motor Club celebrates 100 years on 31 March 2004 with a free Reunion and Get-together buffet. For more details, contact: Mary Jones, 9 Redfern Ave, Waterthorpe, Sheffield S20 7LL.

E-mail: [mandmjones@supanet.com](mailto:mandmjones@supanet.com) or tel: (h) 0114 247 1963.



## COD FILLET QUIZ

1. In 1967/8 which two Ford plants started production of the ESCORT?
2. Which was the one and only 1956 GP when Mike Hawthorn drove a Vanwall?
3. Who produced a car called the ZERO?
4. Who was the first Ulsterman to win the Monte Carlo rally?

ANSWERS ON PAGE 14

Died in the wool karters just love to hang on to their old traditions. So air-cooled push-start 2-strokes have ruled the roost.

But finally time is catching up with the sport and a newer breed of karts are starting to build in popularity. Witness water cooling, centrifugal clutches, electric starters (sometimes on-board) and of course high performance 4-strokes.

Many karts now offer adjustable caster/camber settings, axles are bigger, hollow and fitted with high tech equipment, there are a whole host of adjustable settings for torsion bars and ride heights and the latest bodywork is even crash tested for greater strength.

All these mod cons seem great but many add weight and certainly add to potential cost. And interestingly some actually slow the whole thing down because they add weight.

Not all new features are a success. Recent new FIA approved rear bumpers had to be scrapped after one event – something not entirely a surprise to the UK where a different style bumper was adopted some years ago.

So while karting now wants and needs to move forward, at the same time it needs to keep in sight the key aim of providing simple low cost motor sport. The higher the weight of karts the slower they get and potentially the more dangerous they can become in the event of an accident.

Caution is the word that needs to be allied to progress.

Contact the British Kart Industry Association at [info@bkia.co.uk](mailto:info@bkia.co.uk)

**KEN TYRRELL**  
**The Authorised Biography.**  
**Maurice Hamilton.**  
**Collins Willow. £18.99.**  
**ISBN 0 00 714376 1.**

A fitting tribute to racing legend Tyrrell, this is a thoroughly engaging read and Hamilton should be commended for his attention to detail. He paints a picture of a man completely besotted with the sport to which he gave so much, even when it nearly ruined him; not least the spurious 'case of the auxiliary fuel tank' that saw his eponymous team sitting out much of 1984. What comes across from the outset is that Tyrrell was honest, almost to a fault, and not a man to suffer fools, gladly or otherwise. Upset him and you'd be on the receiving end of a 'froth job'. Quite wonderful despite the paucity of pictures, occasionally impenetrable index and woeful cover design. Recommended.

**REPAIRING AND RESTORING CLASSIC CAR COMPONENTS**  
**Peter and John Wallage.**  
**Haynes. £17.99.**  
**ISBN 1 85960 694 6**

A glance through the acknowledgements is enough to confirm that the Wallage father and son team have spoken to the right people. Useful for restorers, or owners who like to do their own maintenance, it isn't exactly light entertainment, an impression not aided by staid design. The text, however, is

explanatory without being patronising and troubleshooting sections help you find the fault with all manner of components found on classics. With chapters on rebuilding locks, instruments and even trafficators, the book tackles jobs you won't find in a lot of workshop manuals, and there are useful and detailed pictures. Excellent reference.

**RACING WITH A DIFFERENCE – THE HISTORY OF IMSA**  
**John Starkey with contributions by John Bishop.**  
**Gryphon Publishers Ltd. £69.99.**  
**ISBN 0 9703259 1 6.**

With the name IMSA being revived after a brief hiatus, the arrival of this labour of love is timely. And the first thing that strikes you about this 1000-page hardback is its weight. The second is the sparse design – you sense that it was of secondary importance to cramming in as much detail as possible. As a result the sheer wealth of information here is extraordinary. IMSA founder Bishop wrote the first chapter while Starkey seemingly talked to just about everyone who's ever driven, entered a car or promoted a race during the association's 35-year history. And it's these first hand accounts that really bring the story to life. As do the pictures, not least of Amos Johnson's AMC Pacer, perhaps the most improbable racing car ever.

# MARSHALS POST

by the BMMC |

A CHANGE is as good as a rest – and that's no less true in marshalling.

New ideas and new ways of doing things help to keep you fresh – don't turn up somewhere new and assume that because they are doing it differently they are doing it wrong!

On the other hand, we can all suffer from rejecting a new way of doing something because it "wasn't invented here" or because we tried doing something like that ten years ago and it didn't work then.

If you really want a mind expanding experience, try marshalling abroad – or at a meeting like the recent CART meeting at Brands Hatch.

You could argue for hours about whether CART is better than F1. One thing is sure,

CART officials are more than willing to show their appreciation and to acknowledge it when marshals make the effort to do things their way.

CART makes heavy use of specialised intervention vehicles – and, who knows, that may be something we have to adopt when marshalling numbers are low.

What's interesting from a Flag Marshal's point of view is the way CART uses the white flag for slow moving vehicles – something for us to learn.

You could argue that we are too sparing in our use of the white flag. We'll put it out for a circuit vehicle, but only use it for a competitor who is really slow.

CART's way of doing things, on the other hand, is to put a stationary white flag out when a competitor is travelling at less than two thirds of racing speed and a waved yellow flag if they are slower than one third racing speed. Far greater use of white flags are, arguably, no bad thing for safety.

The other thing that we can learn from CART concerns communications. We either use radios or telephones. Radios usually allow everyone to hear what is going on, but prevent someone with a more important message from breaking in, while you can't hear everything with telephones, but you can deal with more than one caller at a time.

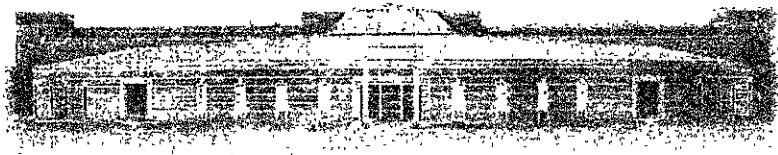
CART uses headphones connected to a line which gives you the best of both worlds – the ability to hear all messages and break in if you need to, albeit at the price of tethering the Observer to the post.

Some of our circuits with flaky telephones or poor radio comms could do worse than consider what CART is doing.

## QUIZ ANSWERS

1. *Halewood and Saarlouis*
2. *French GP Reims*
3. *Fiat in 1912 (it followed the No. 1 model!!! as it was shorter)*
4. *Ronnie Adams*

## Heritage Motor Centre



**Home to the largest collection of historic British cars in the world.**

**A unique venue for your meetings, conferences & events.**

Heritage Motor Centre, Banbury Road, Gaydon, Warwick, CV35 0BJ

Tel: 01926 641188, Fax: 01926 641555

e-mail: [enquiries@heritagemotorcentre.org.uk](mailto:enquiries@heritagemotorcentre.org.uk), [www.heritage.org.uk](http://www.heritage.org.uk)

Correspondence to Stuart Turner, c/o MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG

The Trackrod Motor Club  
2003 Leisurewear Range.

<b>Rugby Shirt</b>			Navy, Black or White		<b><u>£20.99</u></b>
<i>S(36)</i>	<i>M(40)</i>	<i>L(44)</i>	<i>XL(48)</i>	<i>XXL(50)</i>	
<b>Polo Shirt 1 – Plain</b>			Black, White, Grey or Navy		<b><u>£9.99</u></b>
<i>S(41)</i>	<i>M(43)</i>	<i>L(45)</i>	<i>XL(47)</i>	<i>XXL(49)</i>	<i>XXXL(51)</i>
<b>Polo Shirt 2 – 2 Colour (Collar)</b>			White, Navy or Bottle Green		<b><u>£11.99</u></b>
<i>S(41)</i>	<i>M(43)</i>	<i>L(45)</i>	<i>XL(47)</i>	<i>XXL(51)</i>	
<b>T-Shirt 1 – Round Neck, Plain.</b>			White, Grey, Navy, Black or Royal		<b><u>£4.99</u></b>
<i>S(40)</i>	<i>M(43)</i>	<i>L(45)</i>	<i>XL(47)</i>	<i>XXL(50)</i>	
<b>T-Shirt 2 – ‘V’ Neck, Plain.</b>			White, Grey, Navy or Black		<b><u>£5.99</u></b>
<i>S(36)</i>	<i>M(38)</i>	<i>L(42)</i>	<i>XL(46)</i>	<i>XXL(50)</i>	
<b>Dress Shirt 1 – Denim Style</b>			Denim		<b><u>£15.99</u></b>
<i>S(46)</i>	<i>M(48)</i>	<i>L(50)</i>	<i>XL(52)</i>	<i>XXL(53)</i>	
<b>Leisure Jacket – Lightweight</b>			Navy, Royal Blue or Black		<b><u>£26.99</u></b>
<i>S(37)</i>	<i>M(41)</i>	<i>L(44)</i>	<i>XL(48)</i>	<i>XXL(52)</i>	
<b>Motorsport Jacket – Heavyweight</b>			Navy, Black/Grey or Black/Red		<b><u>£44.99</u></b>
<i>S(38)</i>	<i>M(41)</i>	<i>L(44)</i>	<i>XL(47)</i>	<i>XXL(50)</i>	
<b>Fleece Jacket – Warm!</b>			Black, Navy, Grey or Blue-Violet		<b><u>£19.99</u></b>
<i>S(38)</i>	<i>M(41)</i>	<i>L(44)</i>	<i>XL(47)</i>	<i>XXL(52)</i>	
<b>Summer Cap – With Suede Peak</b>			Black/Red or Black/Grey		<b><u>£7.99</u></b>
<u>One Size Fits All</u>					
<b>Cricket Hat – Keep The Sun Off</b>			Navy		<b><u>£4.99</u></b>
<u>S/M or L/XL</u>					
<b>Beanie Hat – Look Cool</b>			Black or Navy		<b><u>£6.99</u></b>
<u>One Size Fits All</u>					
<b>Fleece Hat – Keep Warm</b>			Navy, Black, Grey or Royal Blue		<b><u>4.99</u></b>
<u>One Size Fits All</u>					
<b>Fleece Scarf – Keep Even Warmer</b>			Black or Navy		<b><u>£6.99</u></b>
<b>Fleece Hat and Scarf Combo</b>			Black, Navy or Mix		<b><u>£9.99</u></b>
<b>Navigator’s Bag – Stay Organised</b>			Black or Navy		<b><u>£7.99</u></b>
<b>TMC Car Sunstrips</b>			White		<b><u>£4.00</u></b>

Please Note that all orders must be made with relevant remittance.  
Orders can be placed with the Merchandise Rep (Simon Taylor)

## Rolling Calendar 2003

### July 2003

5 <sup>th</sup> -6 <sup>th</sup>	Harewood Meeting – MSA British Championship Meeting
4 <sup>th</sup> -6 <sup>th</sup>	Jim Clark Memorial Rally
6 <sup>th</sup>	FIA French Grand Prix
12 <sup>th</sup> -13 <sup>th</sup>	BTCC – Croft Circuit
12 <sup>th</sup> -13 <sup>th</sup>	Armstrong Massey Road Rally – Larkspeed League
13 <sup>th</sup>	Trackrod Motor Club BBQ Hillclimb – Harewood
13 <sup>th</sup>	ANCC P.C.T. – North Humberside MC
20 <sup>th</sup>	FIA British Grand Prix
23 <sup>rd</sup> -27 <sup>th</sup>	Rallye Deutschland – WRC
26 <sup>th</sup>	Quinton Stages Rally – BTRDA – Quinton MC
26 <sup>th</sup>	Opposite Lock Rally – Manby – ANCC/Larkspeed League
27 <sup>th</sup>	ANCC Autotest (Tim Sergeant A/T) – Knutsford & DMC
27 <sup>th</sup>	ANCC P.C.T. – Ilkley & DMC
31 <sup>st</sup> -2 <sup>nd</sup>	Manx International Rally - PBRC

### August 2003

3 <sup>rd</sup>	Harewood Hillclimb – Montague Burton Trophy Meeting
3 <sup>rd</sup>	FIA German Grand Prix
3 <sup>rd</sup>	ANCC Autotest – YSCC Summer Autotest
6 <sup>th</sup> -10 <sup>th</sup>	Rally Finland – WRC
8 <sup>th</sup> -9 <sup>th</sup>	BTCC - Snetterton
9 <sup>th</sup> -10 <sup>th</sup>	St Wilfrid's Road Rally – Ripon MSC
23 <sup>rd</sup>	Harewood Hillclimb V.S.C.C. Meeting
24 <sup>th</sup>	Harewood Hillclimb – August Championship Meeting
24 <sup>th</sup>	FIA Hungarian Grand Prix
24 <sup>th</sup> -25 <sup>th</sup>	BTCC – Brands Hatch (Indy Circuit)
30 <sup>th</sup> -31 <sup>st</sup>	Rally of The Dams – Sheffield & Hallamshire MC
30 <sup>th</sup>	Woodpecker Rally - BTRDA

### September 2003

3 <sup>rd</sup> -7 <sup>th</sup>	Rally Australia – WRC
5 <sup>th</sup> -6 <sup>th</sup>	Ulster International Rally – PBRC
5 <sup>th</sup> -7 <sup>th</sup>	BTCC – Donington Park
7 <sup>th</sup>	Wolds Rally – Swinderby
7 <sup>th</sup>	ANCC P.C.T. – Wakefield & DMC
13 <sup>th</sup>	Harewood Hillclimb – Greenwood Cup Meeting
14 <sup>th</sup>	Harewood Hillclimb – Championship Finals Meeting
14 <sup>th</sup>	Hamsterley Stages – ANCC
14 <sup>th</sup>	ANCC/Larkspeed League Autotest – York MC
14 <sup>th</sup>	FIA Italian Grand Prix
20 <sup>th</sup>	Plains Rally – BTRDA

20<sup>th</sup>-21<sup>st</sup> BTCC – Oulton Park  
27<sup>th</sup>-28<sup>th</sup> Trackrod Rally Yorkshire – PBRC – Clubmans ANCC  
28<sup>th</sup> FIA US Grand Prix  
28<sup>th</sup> ANCC Autotest - Lancs & Cheshire – Chairman’s Challenge

## October 2003

1<sup>st</sup>-5<sup>th</sup> Rallye Sanremo - WRC  
4<sup>th</sup>-5<sup>th</sup> Seven Dales Road Rally – De Lacy MC  
5<sup>th</sup> Lindisfarne Rally – TBA  
5<sup>th</sup> ANCC P.C.T. - YSCC  
10<sup>th</sup>-12<sup>th</sup> Philips Tour Of Mull Rally – Isle Of Mull  
11<sup>th</sup> Harold Palin Memorial Stages Rally – Manby – ANCC  
11<sup>th</sup>-12<sup>th</sup> British Rallycross Grand Prix – Croft Circuit  
12<sup>th</sup> FIA Japanese Grand Prix  
15<sup>th</sup>-19<sup>th</sup> Tour De Corse – WRC  
22<sup>nd</sup>-26<sup>th</sup> Rallye Catalunya – WRC  
25<sup>th</sup>-26<sup>th</sup> Tempest South Of England Rally - PBRC  
26<sup>th</sup> Premier Rally - Notts

## November 2003

1<sup>st</sup>-2<sup>nd</sup> Cossack Road Rally – Eastwood & District MC  
1<sup>st</sup> Cambrian Rally - BTRDA  
2<sup>nd</sup> Lynn Stages – Snetterton – Kings Lynn MC  
2<sup>nd</sup> ANCC Autotest – Alwoodley MC  
5<sup>th</sup>-9<sup>th</sup> Wales Rally GB - WRC

## December 2003

6<sup>th</sup>-7<sup>th</sup> Beaver Road Rally  
6<sup>th</sup> Grizedale Stages – ANCC  
7<sup>th</sup> Binbrook Stages

## January 2004

Dinner Dance!!

# TROPHY POINTS CLAIM FORM

Members Name

Competitors tick  appropriate boxes below and provide evidence (results)

Event Name

Event Date

Event Type:

Organising Club:

Trackrod

Other

Autotest

Economy Run

Hillclimb

PCT

Road Rally

Stage Rally M/V

Stage Rally S/V

Treasure Hunt

12-Car

Type of Claim:

Driver

Navigator

Marshal

Service Crew

Organiser :

state position

Other -

state type

Event Status

Clubman CM

National "A"

National "B"

International

ANCC Round

LARKSPEED Round

Other

**For Official Use Only**

**RESULTS**

Date received

Your Entry No

Processed by

Position Overall

Awards eligible for

Position in Class

No. in Class

**ALL claims to be made within 1 month from the date of the event and must include a copy of entry list and final results sheet.**



Trackrod Motor Club.  
"Perfect 10"  
Stage Rally Championship 2003

Yes folks it's back for 2003 the club sponsored rally series with awards as follows;

1st O/A Driver & Co-Driver	Trophies + £100 cash each
2nd O/A Driver & Co-Driver	Trophies + £50 cash each
3rd O/A Driver & Co-Driver	Trophies + £25 cash each;

- £12 TMC Membership Fee = Free registration.
- Points must be claimed in accordance with the current TMC rules (based on ANCC principles). Remember the one month time limit for claims.
- Events are a mixture of Single Venue and Multi Venue.
- Trackrod Motor Club decals and/or sunstips to be used.
- Your six best results will count from the following events;

16 <sup>th</sup> February	Kall Kwik	N.Yorks
16 <sup>th</sup> March	Lookout Stages	Melbourne
29 <sup>th</sup> March	North Humberside	N.Yorks
21 <sup>st</sup> April	Twyford Stages	Twyford Wood
25 <sup>th</sup> May	Proflex	Leyland
21 <sup>st</sup> June	Dukeries	Clipstone
26 <sup>th</sup> July	Opposite Lock	Manby
7 <sup>th</sup> September	Wolds Rally	Swinderby
27 <sup>th</sup> September	Rally Yorkshire	N.Yorks
26 <sup>th</sup> October	Premier	Clipstone

(Events are subject to change)

Have fun and good luck, we'll see you at the  
2004 Dinner Dance to collect your awards  
and prize money!

Jim Plevy

[jim.plevy@vigin.net](mailto:jim.plevy@vigin.net)

Tel: Mob 07779 582 588 Home: 01937 530 963

# **RALLY CAR FOR SALE**

## **ESCORT RS200016V Mk7 (Gp A)FWD!**

1) BODYSHELL – Mk7 Group A Gordon Spooner Ford Motor Sport Seam Welded & Gusseted Shell with Weld in multipoint cage X type diagonals & door bars. Fully Aero quipped. Dural Sump Guard, Latest FIA Plumbed in Fire System.

2) ENGINE. 2.0 16V Blueprinted & Gas flowed. 2 events since expensive re-build at Harvey Gibbs. Throttle Bodies, MBE 956 Programmable ECU & Loom Engine/Management, Lightweight flywheel & New AP Racing Hydraulic Paddle clutch. Gp A Engine/Gearbox Mounts.

3) SUSPENSION. Fresh Fully Adjustable 909/Bilstein 2 1/4 Coil Over Struts. Group A Top mounts, New Adjustable Magnesium Coilovers rose-jointed onto new beam.

4) TRANSMISSION. R&D Group A Dog Engagement Gearbox with turret and R&D internal rose jointed linkage. R&D plated LSD. Only 40 stage miles since rebuild/service.

5) BRAKES. Group A Bias pedal box, 290mm Escort Cosworth brakes can use 15-18inch rims. Min of 10 Wheels & Tyres included in package.

6) OTHER. Power Quick-Rack, Motordrive Kevlar Seats, Loads of Carbon including navigators foot well, Pop-out fuses, TRS Helmet net etc.

OPTIONAL COMPREHENSIVE SPARES PACKAGE INCLUDES – Drive Shafts with GpA CVs, Brakes, Hubs, Suspension, Belts, Engine Ancillaries, Trim plus many other essential items....

8 months Tax & MOTed. Ready to rally next weekend.

**MUST BE SEEN!**

**Sensible enquiries. Priced to sell £7995 .. PX considered.**

Thank you for your interest. Contact details...

**Tel.07836 544037 Fax/Ans.01924 892311**

**Email. [andrewapperley@hotmail.com](mailto:andrewapperley@hotmail.com)**

Simon Taylor has some 15" wheels and tyres for a good home. Phone him.

SOCIAL SECTION  
**Dates For Your Diary**

July 2003

- 1<sup>st</sup> Gildersome Con Club**
- 8<sup>th</sup> Admiral Hawke – Boston Spa**
- 13<sup>th</sup> BBQ Hillclimb – Harewood - TMC**
- 15<sup>th</sup> The Yeoman Pub – Otley – BYO Videos!**
- 22<sup>nd</sup> Treasure Hunt Evening – Venue To Be Announced!**
- 29<sup>th</sup> Admiral Hawke – Boston Spa**

August 2003

- 5<sup>th</sup> Gildersome Con Club, AGM**
- 12<sup>th</sup> Admiral Hawke – Boston Spa**
- 19<sup>th</sup> The Yeoman Pub – Otley – BYO Videos!**
- 26<sup>th</sup> Admiral Hawke – Boston Spa**

**Don't forget the BBQ Hillclimb organised by us and keep supporting the Rally events too!**

**Any suggestions for events for this year, let me know. If you fancy organising one too, just see me and I will help or make sure that it is advertised in the mag.**

**Simon Taylor**

<u>Chairman/Assoc. Rep</u>	<u>Treasurer</u>	<u>Secretary</u> <u>PR Officer/Web site/Editor</u>
Rod Parkin 15 Holly Drive Tinshill Lane LS16 6EF 0113 2262422 (h) 07850 783555 (m) rod.parkin@virgin.net	Michelle Plevy Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07881 518604 (m) michelle.plevy@kpmg.co.uk	Graham Steggles 1 St John's Court Thorner LS14 3AX 0113 2893641(h) g.steggles@virgin.net
<u>Social/Merchandise</u>	<u>Competitions Secretary</u>	<u>Membership</u>
Simon Taylor 23 Mill Lane Acaster Malbis York YO23 2UJ 0800 0268493 (h) 07973 914965 (m) simontaylor @powerpromotions freeserve.co.uk	Jim Plevy Rose Farm House Church Fenton Lane Ulleskelf LS24 9DW 01937 530963 (h) 07779 582588 (m) jim.plevy@virgin.net	Emma Bain 1 St John's Court Thorner LS14 3AX 0113 2893641 07711515521 (m) e.bain@lmu.ac.uk
	<u>Chief Marshal</u>	<u>Trophy Points/Equipment</u>
Simon Marston 24 Pasture Close Sherburn in Elmet Leeds LS25 6LJ 01977680578 (h) 07789152580 (m)	Phill Andrews 01937 588696 (h) 07940 250022 (m) pg.andrews@talk21.com	Katy Lee 26 Spencer Road Guiseley LS20 9LG 01943 875231 (h) 07766750126 (m) KTL90@hotmail.com
Alison Jennings 1a Rosehurst Grove Pannal Harrogate HG3 1JT (142) 3871634 alison.jennings@leedsthns. uk	Kevin Patrick 31 Colbert Avenue Ilkley LS29 8LU 0194 3604545 (h) 0779 9460022 (m)	